

From: Simon Davis
Sent: 07 September 2018 15:29
To: 'Alex Bateman'
Subject: RE: AL/57/18/OUT - Lidsey Road, Woodgate

Dear Alex,

I note your argument that the highway contribution is not CIL compliant however you do not explain why you do not consider it to meet the three tests. However, in any case, WSCC Highways have maintained their position and it is also clear that the application site opposite agreed to the request. Therefore, I consider that this would likely form a refusal reason if you are unable to agree to it (or are unable yourself to get Highways to agree a discount)

I have discussed your response about layout with my manager and we have agreed that we will approach someone we have used before for a design review.

I have also today spoken with our Cleansing Team re the proposal to use the grasscrete area to allow large vehicles to enter & exit the site in a forward gear. They have said that the surface would need to be capable of withstanding a 26 tonne vehicle and the management company for the development need to have some indemnity insurance to indemnify ADC against any damage to this surface.

Kind Regards

Simon J Davis MRTPI | Principal Planning Officer, Planning Department, Directorate of Place, Arun District Council |
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From: Alex Bateman [REDACTED]
Sent: 06 September 2018 15:04
To: Simon Davis
Subject: RE: AL/57/18/OUT - Lidsey Road, Woodgate

Simon,

Thank you so very much for coming back to me following your discussions with your Team Leader and Head of Planning.

I note your comments regarding contributions. It is, however, surprising that we are being asked to contribute to a wider allocation which we do not form.

The new NPPF (2018) does provide additional context regarding contributions:

Paragraph 56:

Planning obligations must only be sought where they meet all of the following tests:

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.

I would question whether the contributions being sought from our development to deliver infrastructure on an allocated site would meet the above.

However, that aside for the moment, I am aware that my client has instructed a solicitor to deal with the Section 106 Agreement.

Oliver Bussell
Partner – Commercial Property and Planning
For Rix & Kay Solicitors LLP

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Turning to your comments about a layout, I am glad to hear that there are some positive comments coming from you, your Team Leader and Head of Planning.

As you point out, the aim is for the site to deliver a wide range of benefits – not just housing. This has included allotments, ecological enhancements, water retention, a communal work hub as well as more social interaction including BBQ areas and Public Open Space.

It would be a great shame if this hard work and objective is lost because we have to work towards a more traditional layout. Especially given that, as you highlight, the site is well screened.

Paragraph 127 of the NPPF (2018) states:

Planning policies and decisions should ensure that developments:

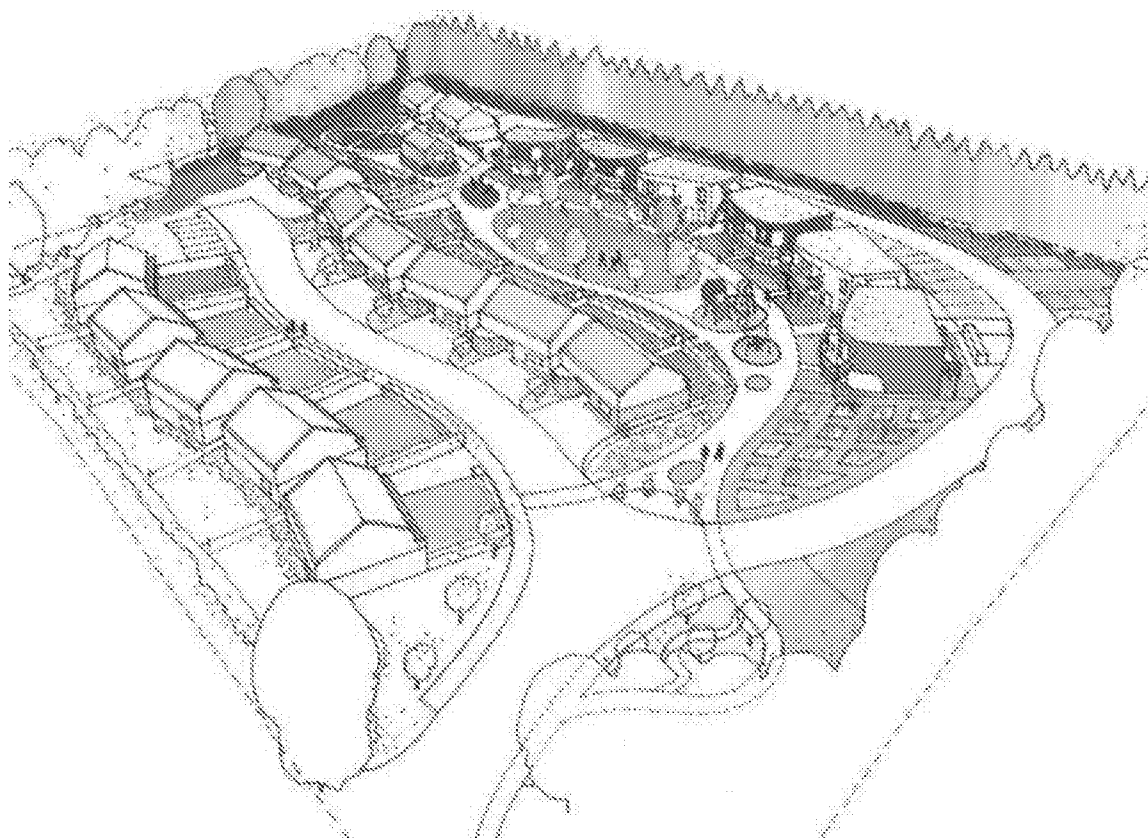
- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁴⁶; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

In my view, the development has well and truly embraced the above.

Additionally, you make reference to 14 Lidsey Road and the bungalow in Lees Yard – albeit that the latter is now a site office.

I think to see this site a traditional form of development would be doing injustice to the site and the potential for it to provide a community led form of development.

On your last points regarding boundary treatments, I will go back to the architects for comment.





Alex Bateman BA (Hons) MSc MRTPI
Director of Planning

for and on behalf of Stiles Harold Williams Partnership LLP
[REDACTED]



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From: Simon Davis [<mailto:Simon.Davis@arun.gov.uk>]

Sent: 05 September 2018 13:15

To: Alex Bateman <[REDACTED]>

Subject: RE: AL/57/18/OUT - Lidsey Road, Woodgate

Dear Alex,

I spoke with County Highways regarding the Transport contribution and asked whether they would consider a discount on the cost per dwelling that they had quoted. They have verbally stated that they will not agree to a discount but have said that they will provide a further comment in writing (not yet received). You should also note that the applicants for the site opposite (Wings Nursery) had agreed to the same contribution. Highways have also raised a query regarding the grasscrete link road past the BBQ area to allow large vehicles to enter/exit the site in a forward gear. Highways have said that they will not adopt this area therefore have asked how in practice will this will be reserved for turning.

I have discussed the principle of the layout/style of houses with my Team Leader and also the Head of Planning. Both share my view that it will not be a direct contrast to the character of surrounding development form. I appreciate that the site will be well screened from the road by existing trees. I also recognise what the development seeks to achieve/seeks to be. However, I am just not convinced that this is the right place for it. I would prefer if the site had a built frontage on a building line that matches that of 14 Lidsey Road and the bungalow in Lees Yard to the south. Then the rest of the site in a more traditional form.

In respect of the current layout, I have concerns with the D02 plots on the northern side. They appear to have private gardens to the front not rear. How will these be private spaces -- will there thus be 2m high fences to the road boundary? Also, will there be fencing around the communal bin stores on the southern access road -- how high? These aspects could have a negative impact on the streetscene.

Kind Regards

Simon J Davis MRTPI | Principal Planning Officer, Planning Department, Directorate of Place, Arun District Council |
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